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Summary Report

**NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER**

PREPARED RIVER CROSSING SITES AND BRIDGING COMPONENT STORAGE LOCATIONS IN POLAND (S)

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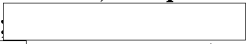
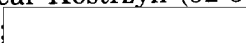
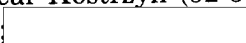
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PREPARED RIVER CROSSING SITES AND BRIDGING COMPONENT STORAGE LOCATIONS IN POLAND (S)

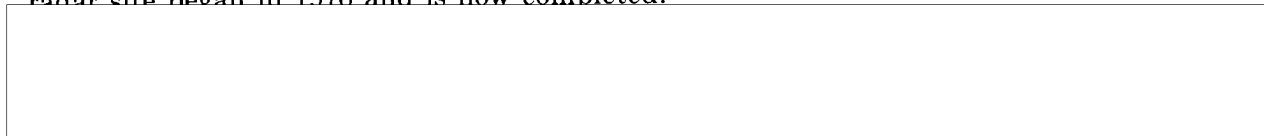
(S/WNINTEL) Three prepared river-crossing sites and six storage sites for portable fixed bridging components have been identified along the Oder and Vistula Rivers in Poland (Figure 1). The Oder and Vistula Rivers are major obstacles to the westward movement of ground forces. The construction of prepared rail river-crossing sites and the storage of bridging components along these rivers improve the capability of maintaining lines of communication. The imagery used in this report is the latest available.

(S/WNINTEL) Prepared rail crossing sites are on the Vistula near Deblin (51-28-25N 021-54-20N;  and on the Oder near Kostrzyn (52-31-50N 014-36-30E; BE  and Kunice (52-15-45N 014-39-30E;  Rail lines have been laid to the banks of the rivers at these locations (Figure 2). When the crossings are in use, floating railway bridges would probably complete the link across the river.

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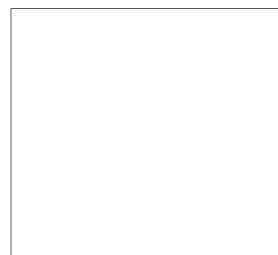
(S/WNINTEL) The site at Kunice, on the Polish-German border, has a rail-to-road loading platform on the German side of the river. Also, an unoccupied radar site is on the Polish side 1.6 kilometers (km) west-northwest of the river crossing site. Construction of the radar site began in 1976 and is now completed.



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(S/WNINTEL) Six locations where portable fixed bridging components are stored in Poland have been identified. The sites, their coordinates, and the BE numbers are as follows:

Szczecin	53-20-40N 014-26-30E and 53-23-40N 014-29-20E
Czerwiensk	52-01-59N 015-25-29E
Glogow	51-41-40N 016-04-40E
Swiecie	53-23-40N 018-24-20E
Rembertow	52-15-40N 021-08-35E
Deblin	51-30-10N 021-55-15E



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(S/WNINTEL) These sites are apparently for contingencies, and therefore would probably be used for the replacement of destroyed spans of existing bridges or for short gap crossing. The bridging at all locations is stored within six km of the rivers.

(TSR) The bridging components at Rembertow are stored under cover (Figure 3). Ground photography (inset, Figure 3) indicates that this type of bridging is probably the Polish DM5-65 heavy girder bridge which was adopted in 1971.^{1,2} A similar type of bridging is at Swiecie although some of the components there are stored outside. The storage sites at both Rembertow and Swiecie are road served.



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FIGURE 1. RIVER CROSSING SITES AND BRIDGING COMPONENT STORAGE LOCATIONS IN POLAND

(TSR) The bridging components at the other four locations are stored in the open. The four locations are rail served. All of these storage sites contain an unidentified type of probable heavy girder bridging. The sections stored near Szczecin (Figure 4) are an example of this equipment. The bridge sections are approximately 6.0 meters long by 2 meters wide by 3 meters high.^{3,4}

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DOCUMENTS

1. DOD. IIR 6 878 0240 77, *Radar Site at Lipowiec (C)*, 7 Sep 77 (CONFIDENTIAL) [redacted] 25X1
2. DOD. DIAM 57-7, TM 30-315, Joint Imagery Interpretation Keys Structure, Vol VII, *World Mobile Gap and River Crossing Equipment* (U), Chapter 5, "Portable Fixed Bridges" (U), Apr 76 (SECRET)
3. DOD. IIR 6 878 0273 77, *Drawsko Training Area (U)*, 28 Sep 77 (CONFIDENTIAL) [redacted] 25X1

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